





Today's  
Advertisements.PHRENOLOGY AND SCIENTIFIC  
PALMISTRY.

MRS. JOSEPHA NORTH Phrenologist and Scientific Palmist has returned to Hongkong FOR A SHORT SEASON ONLY. Consultations daily between 10 A.M. and 6 P.M., at GLENKILLY BUILDINGS (Mrs. GILLANDERS). Advice in Business, Health and Marriage. Evening Parties and "At Home" attended. Mrs. NORTH can also be seen in the Evening after Dinner.

W. S. GIVEN, Manager.

Hongkong, 9th May, 1898.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AMOY AND TAMSUI.

THE Company's Steamship.

"FORMOSA."

Captain Douglas, will be despatched for the above Ports, on WEDNESDAY, the 11th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK &amp; Co., General Managers.

Hongkong, 9th May, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship.

"ANTENOR."

Captain Jackson, will be despatched as above on SATURDAY, the 14th instant, at 3 P.M.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 9th May, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship.

"CHINGTU."

Captain Jones, will be despatched as above on WEDNESDAY, the 13th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S. S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 9th May, 1898.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, SOUTHAMPTON AND SINGAPORE.

THE Company's Steamship.

"HAKATA MARU."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 15th instant will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 9th May, 1898.

## Intimation.



A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

## WINES &amp; SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported to wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and curants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. THE SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON &amp; CO., LTD.

THE HONGKONG DISPENSARY

Hongkong, 8th December, 1897.

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 9, 1898.

NOTES AND COMMENTS.

The floating of a limited liability company to manage the "Star" Ferry Launch Service between Hongkong and Kowloon has been in contemplation for some years but has only recently come to maturity. The service hitherto maintained by Mr. DORABEY has been a constant source of complaint though it has been, in our opinion, fairly satisfactory on the whole and had several distinctly good features. One thing to be said in its favour is that nobody has ever done any better. Grumblers have frequently talked of establishing an opposition line but they never got beyond talk. There was a Chinese steam-launch company started some years ago to run a ferry service to Kowloon with the *Prudence*, *Perseverance*, and other craft but it was miserably mismanaged and soon retired from the field, leaving the "Stars" in the ascendant. It is usual to speak of fabulous profits being made by Mr. DORABEY but careful calculations based not on an inspection of the books but on simply such observation as an outsider may make, place the net profit in the region of \$500 per month or \$6,000 per year. The Company is to start with a capital of \$100,000, which is not excessive. The fleet of four "Stars," including the new double-ended, must be worth about \$70,000, and the good-will and right of using the Godown Wharf, judging by the failure of would-be competitors, is certainly worth something. The Company takes over existing contracts for the building of two new double-enders. The capital, after allowing for the purchase price of the existing boats, will leave very little towards paying for the new boats, but we believe it is intended to sell the older ones and it is hoped that there will be profits enough from this sale and from the first few months' working of the ferry service to make up the purchase price of the new boats. We trust it will be so, but limited liability companies are notoriously more expensive to run than private businesses. It may be safely anticipated that there will be a large increase of business before very long. The Company promises improvements in the service.

Many writers have argued that Britain ought not to resist the natural desire of Russia for an ice-free port on the Pacific Coast. Granting that the desire is natural, that fact makes it no more legitimate than the desire of a poor man to possess the goods of a rich man. There is no reason why Russia could not have the use of an ice-free port without hoisting her flag there or having any of her officials there. Shanghai is not annexed by any European power and yet serves all the legitimate purposes of all powers, and it should be sufficient to establish a northern Shanghai where Russia and other powers can trade safely, dock their ships, etc. Switzerland gets on very well without any sea-board of her own, and is certainly the less troublesome to the world on that account. In fact, as a model of honest, peaceful industry without aggressiveness or selfish interference in other peoples' affairs, Switzerland beats the

world. When Switzerland professes pacific intentions she is believed. Russia also professes pacific intentions but carefully avoids giving the same practical demonstration of good faith.

Mr. CURZON in his speech to the House of Commons announcing the concessions made by China to Britain did not explain the curious anomaly that, while all the waterways of China are to be opened to foreign trade this year "so that British ships may carry British goods to every riverside town, village and station in the Chinese Empire" the port of Yochow is not to be opened until two years hence. If the statement about the opening of rivers this year is genuine, which in view of the past history of China treaties we take leave to doubt, the only explanation we can see is that Yochow, though opened to trade with the rest of the "riverside towns and stations and villages," will not be opened to residence until two years hence. If that is the explanation, well and good. Mr. CURZON gives a very curious reason for the delay. He says it is because Hunan province is so bitterly anti-foreign and the Hunan people are so fierce and turbulent that a sudden invasion of their seclusion would not be reasonable. This is fudge; the people of Hunan are certainly no whit worse than the people of the Kwangtung Delta. The ferocity of the Hunanese is chiefly mythical and imaginative. From personal experience, we know it is easier to go through the streets of a Hunanese city in European dress than through some of the cities of Kwangtung and that there is very much less violence and lawlessness noticeable in Hunan than in the Delta.

A recent telegram in the Australian papers says that the French Senate has passed a bill incorporating the Leeward Islands in the West Indies as a French colony. If the French Senate really passed such a bill, it will be in the same absurd position as the English King, JAMES II. after his expulsion from the kingdom. He became the guest of the French King but still called himself King of England, Scotland, Ireland, and France. What's in a name? Let the French call the Leeward Islands what they like, it will not alter the fact that the islands mostly belong to other people. St. Eustace, Saba, and part of St. Martin belong to Holland; some of the Virgin Islands to Denmark; Antigua, Barbados, Redonda, Montserrat, St. Kitts, Nevis, Anguilla, Dominica, and most of the Virgin Islands belong to Great Britain. What the French Senate refers to is probably Guadeloupe, Martinique, St. Bartholomew, and part of St. Martin, which are French, and apparently are to be given some new form of organisation.

THE AMERICAN-SPANISH WAR. LONDON, May 6th. There is no news of the Atlantic fleet. Anxiety is felt at Washington and in the United States at the absence of news from Manila. The Continental Powers are anxious for some form of intervention but Great Britain is unwilling to join, knowing that the United States would object.

PLAQUE STATISTICS.

During the 24 hours up to noon, 7th May, 35 new cases and 16 deaths from plague were reported, making the total since 1st January (127 days) 264 cases and 718 deaths.

During the 24 hours up to noon, 8th May, 28 new cases and 12 deaths from plague were reported, making the total since 1st January (128 days) 292 cases and 730 deaths.

The returns for the week ended 7th May, are 164 cases and 172 deaths, as against 129 cases and 114 deaths the previous week.

LOCAL AND GENERAL.

The Japanese cruiser *Nanaka* arrived here to-day from Yokohama.

Owing to the big run of Saturday night's paper we had to print a new edition.

Two Chinese who laid violent hands on a woman were to-day sentenced to four months' and two months' respectively.

For the illegal possession of three parcels of bric-a-brac in the harbour a Chinese boatman was to-day fined \$25 in default six weeks.

The returns of the number of visitors to the City Hall Museum for the week ended May 8th are—Europeans, 273; Chinese, 1,896; total 2,169.

MONEY ORDERS can now be issued on the following Post Offices in Formosa—Anping, Keelung, Tainan, Tamsui, Taipei, Taitung, Takau, and Tamsui.

MR. JOSEPHA NORTH, the famous phrenologist and palmist, has returned to Hongkong and may be consulted at Mrs. Gillanders, Glenkilly Buildings.

FOR stealing three bottles of sarsaparilla a coiffe was to-day sent to gaol for six weeks' and labour. Another coiffe who pilfered a lot of clothes, queue cords, &amp;c., was sent up for three months.

Two European ship's crewmen were to-day ordered to pay fines of \$1 and \$2.50 for behaving in a disorderly manner on board a sampan and they had each to pay \$2.50 as compensation to the owner of the boat.

SERGEANT D. COOTE pronounced down upon a gambling house last night in Third St. and collared 16 prisoners. Two, the keepers, were fined \$15 or weeks each and the others got off with \$2 or 10 days each.

LIEUT. F. S. B. JOHNSON, K.O.R., has been appointed to act as Aide-de-Camp to H.E. the Officer Administering the Government of the Colony.

LIEUT. T. D. L. WHITTINGTON who vacated that appointment on account of ill-health.

P. C. J. MCVICAR, 55, made a smart capture of a coiffe in possession of a lot of sawn timber at Yau-mat at 2.30 a.m. to-day. The fellow made a big struggle but was eventually locked up. He got a month's hard labour to-day.

A CHINESE resident who had some bother with chair coolies about his wife's chair was struck by the coolies. To-day they were fined \$3 each, in default 14 days and were ordered to pay \$1 compensation each or go to gaol for 7 days.

At 6 a.m. yesterday a fire broke out in a room on the top floor of the old building of the Hongkong Hotel. One of the Hotel houses was set to work and in a few minutes the flames were subdued. The Fire Brigade was not summoned and very little damage was done by the outbreak.

PROBABLY, on account of the American victory over the Spaniards, a large number of British seamen and firemen, got a leg on yesterday and on Saturday night and the police had their hands full. To-day a batch of offenders was fined in various amounts and they all looked awfully sorry for the crime.

THE dead box was again in evidence in the main thoroughfares to-day and it is a wise thing as a rule for pedestrians to get well to windward when the grim-looking cabaret is passing. It is branded "S.B." which probably means Sanitary Board but it may also stand for some kind of a box that it may easily be imagined.

It's just about time for punkahs to be rigged in the Staff Sergeant's Mess and Reading Room. The apartment is not a particularly cool one and now that the hot weather is coming in the Commandant should be able to meet what will soon be a very urgent requirement. The place is used by a large number of officers and it is only fair that they should be considered.

In both branches of the Service nick-names are very much in vogue. Some are very apposite, as, for instance, in the case of red haired men who are always dubbed "Ginger," and they do not seem to mind it. How is it, though, that a man named Clark, both in the Army and Navy, invariably receives the name "Nobby"? There are about a dozen "Nobbies" in garrison here now.

THE average blue-jacket in the British Navy is not very strong in matters theological. When "Church Service" on the poop is piped Jack turns up and behaves himself, and sings lustily. Then "Unshipp church" and he knows no more of it. There is no reflection on the chaplain in this, however. Jack's a queer fish. A reporter lately asked a stalwart P.O. what was the name of his chaplain. He replied "Oh I dunno; us chaps calls him 'Holy Joe'."

"N'GOTS 'dovd of esse" are coming along in full swing just now and residents along the water front have quite a "warm" time at night in a tipple sense, the mosquitoes and the smells from the harbour added to the heat being anything but comforting to weary humanity, when seeking "three nature's sweet restorer."

The odor that the harbour gives forth on a hot night is like nothing so much as that of the bludge water of an old wooden cask laden with a cargo of bone dust. Tidal mud is noted for its stretch everywhere so that there is nobody to be blamed for the nuisance, and it is, we suppose one of those things that has to be endured as best it may.

BETWEEN the Institution of Engineers and Ship-builders a paper, written by Mr. Marti on the subject of Cementing paint was read by the Hon. Secretary, Mr. W. S. Bailey, on Friday night. The statements made in the paper were fully borne out by practical experiments made in the room by Mr. Marti, the most striking of these being the heating to redness of an iron plate coated with the paint which was not even discoloured by the test. The discussion was opened by Mr. J. W. Kinghorn and continued until a late hour by Messrs. Sinclair, Witherburn, Mollison, Bridger, Mouchie, Le Boute, Bailey and Ramsay (chairman). Mr. Ramsay proposed a vote of thanks to Mr. Marti for his paper and spoke highly of the paint for ships' decks and other purposes.

MEMBERS of the bar, who not infrequently have to suffer rebukes from the Bench, greatly enjoy the chance of a legitimate retort. The story is told of a certain judge who, during the speech of a rather prosy lawyer, was overcome by a feeling of sleepiness. The lawyer, catching him nodding, looked significantly at him. "Perhaps," said the judge, testily, "he counsel thinks the Court was asleep, but he may rest assured that the Court was merely cogitating." The lawyer talked on. Presently the judge was again overcome by drowsiness, and awoke with a sudden snort. "If I please your lordship," said the lawyer, "I will suspend my plea until the Court shall have ceased to cogitate audibly!" "You may go on," said the judge; and he did not fall asleep again.

AT the Supreme Court to-day before the Chief Justice, the On. Fat Wing firm sued A. R. Marti for \$1775 for damages on the loss of ten tons of unseized oil sent in the defendant's steamer *Hallan* from Pakhoi for Hongkong in November last. Mr. J. J. Francis, Q.C., (instructed by Messrs. Wilkinson and Grist) appeared for the plaintiff firm and Mr. M. W. Slade (instructed by Messrs. Deacon and Hastings) for the defendant. Mr. Francis said he was in an unfortunate position as his principal witnesses left the Colony on Saturday from fear of plague. An affidavit was filed by a member of the firm to this effect. On this ground he asked for an adjournment. Mr. Slade said that some of the officers of the *Hallan* were in the *Hankow*. It happened that they were both in the harbour and it was on this account that he asked that the hearing of the case should be fixed to-day. It was unlikely that the defendant would be able to get the two ships together for some time. His Lordship said that it appeared to him that the affidavit was bona fide and he adjourned the case till the 11th and gave liberty to the defendants to ask leave to Chambers to go on with the case.

THE following was the result of the tennis championship which was played off on Saturday afternoon between Messrs. Mobley and Pincney.—Mr. Mobley—6.4, 7.5, 6.1, Mr. Pincney—6.4. The prizes won in the tournament were presented by Mrs. Wise.

THE following notice appears in the *Gazette*:—"Whereas the practice of flogging by means of dynamite is unnecessarily destructive and is contrary to the spirit of true sport, His Excellency Major-General Wilson, C.B., Officer Administering the Government, requests the inhabitants of Hongkong to abstain from indulging in the practice."

MR. W. BROCK, former smith in the Gun Carriage Factory at Colaba, well known in Bombay as a keen *shikari*, has been killed by a tiger. With his first shot the brute was mortally wounded and ran away. "Mr. Brock followed him up and found him lying down, apparently unable to move. He threw a stone, and the tiger sprang forward before he could throw up his rifle, terribly mauling Mr. Brock's arm and tearing his scalp off."

THE Coast Inspector of Shanghai has given notice of the existence, to the westward of Brown Rock, Tensara Group of Islands, of a rocky patch, about half a cable long in a north and south direction by about three-quarters of a cable wide, and having two pinnacles, about 30 yards apart, near its middle, on which there is a depth of not more than 4 feet at low water of spring tides. To this rocky patch the name "Names Rock" has been given. The notice also gives directions for the navigation of vessels in this locality.

IN Edinburgh last month, a large committee of representatives of the Free and United Presbyterian Churches, two of the largest religious bodies in Scotland, were engaged in considering the question of the proposed union of the two denominations. The questions discussed had reference to the formula for a united Church, provision for the ministry, and the training of ministers. Substantial agreement was arrived at. The matter has, of course, to come before the Supreme Council of each Church in May. Should the Union be accomplished, the United Church will be the largest in Scotland.

IN Singapore on the 26th ult., a leopard was being carried along Newbridge-road in a trolley, when one wheel of the vehicle came off. The animal escaped from its cage, a 4-ton board being displaced, and there was a great to-do for a short time, the leopard bounding into a shoe-maker's shop at the corner of Nankin-st. Men rushed hither and thither, and women and children took refuge upstairs, a big crowd soon collecting outside. The animal was eventually shot by a sergeant of police. The animal was destined for Australia by the *Trinita*, with an elephant and some wild cats, and also black panthers and leopards.

THE Japanese shipbuilding programme, remarks an English contemporary, has been interfered with, as has been the construction of vessels for the British Navy, by the recent engineering strike. That is so far as vessels being constructed in England are concerned, which means a fair proportion of the new Japanese men-of-war. Progress is now being made, however, and the *Asama* was to be launched from the Elswick yard on the 22nd ult. She is a first-class armoured cruiser of 9,600 tons. The *Takagaki*, a second-class cruiser, was to be ready at the end of the month, and was expected to sail this month. Progress is also being made now on the *Sakibara*, the first-class battleship at the Thames Ironworks. This vessel was to have been launched in August, but it is now doubtful if she will take the water this year.

THE Hongkong and Shanghai Bank's new steam launch *Wayfong*, built by the Dock Company, was sent off the wharf at Kowloon Dock on Saturday. There was a large gathering including Mrs. T. Jackson, Mr. D. Gilles, Chief Manager of the Dock Company, Mr. R. Cooke, Assistant Manager, Captain F. D. Goddard, several members of the Bank staff and others. The christening ceremony was gracefully performed by Miss D. Jackson. The party afterwards adjourned to the office, where, light refreshments being served, the health of Miss Jackson and success to the *Wayfong* was proposed by Mr. D. Gilles. The principal dimensions of the launch are as follows—Length between perpendiculars 101 ft. breadth extreme 13 ft., and depth moulded 8 ft. Engines, compound surface condensing, with cylinders 30 in. and 20 in., and a stroke of 12 ft. "Boiler," mild steel, cylindrical return-tubular 7 ft. by 8 ft. constructed for a working pressure of 120 lbs.

THE *N. C. Daily News* says that the China Merchant's Steam Navigation Company, in view of the large carrying and passenger trade on the Yangtze, have just had their paddle steamer *Kiangyung* lengthened fifty feet amidships. The work was carried out by the firm of S. C. Farham & Co., Limited, in their dock at Tung-shoo. The steamer was docked on the 6th of March and was out in two, and on the 11th of March was drawn apart fifty feet. The steel angles and plates for the new midship part together with the extra stiffening for increased length were speedily put in position, and on the 26th ult. the vessel was floated, having the hull and all the upper wood-work completed. The vessel will be able to carry about nine hundred tons additional measurement cargo. The Chinese passenger accommodation has been largely increased, the extra accommodation being all well lighted and ventilated. Steam steering gear has been fitted in addition to the hand gear formerly in the vessel. The owners have had the whole of the vessel fitted up with the Electric Light. A trial trip was run on Saturday afternoon, and everything was found to work most satisfactorily. The whole of the work was carried out under the supervision of Mr. Thomas Watt, the marine superintendent of the China Merchant's Company.

A SMALL Portuguese boy, aged 13, and named Chiquita Silva, to-day came up at the Magistrate to the theft of a watch and chain belonging to Mr. J. Plum, jun. The latter was bathing off the Commercial Pier when the theft was perpetrated. Mrs. Plum to-day gave evidence as to receiving the watch, *minus* chain from the prisoner's mother. In her evidence the mother said that the boy was incorrigible and she wished to have him put in the Portuguese army. Capt. Hastings sent the precocious youngster to the Reformatory for three years.

THE appended paragraph, from the *Brighton Herald* of Saturday, March 5th, illustrates the numerous possibilities of a linotype machine.—A horse yesterday put his head through a shop window in Brighton. An evening contemporary, in reporting the event, announced:—"It was found that there was a very deep cut in the rear fore leg, just below the knee, another on the upper hip, and a dorsal scapular fracture threw him across the road third just below the back of the hind leg." We are not ourselves much skilled in veterinary lore; but, with all this mysterious trouble, whatever it is, we are sure the poor animal is to be pined.

THE story of the sea that lately went through many newspapers has come to a melancholy end. It told how a French fisherman picked up a floating bottle at Cancale, and how the cast-away bottle contained a visiting card in which Herr Bernhard Ramsperger, a passenger on the doomed and sinking *Rissa*, took a last farewell of his young bride. There was a passionate reference to the *Swiflight* and the *Yonetta*, and the message touched many hearts. It, however, there can be anything with a gleam of humor in connection with such a tragic and deplorable catastrophe as the sinking of the *Rissa*, it certainly is to be found in the history of Herr Ramsperger's bottle-boat. A German contemporary knows the sender and reconstructs, as the French police say, the history of the last farewell. This shipwreck took place in 1895; the author of the last farewell joined a German firm in Weingarten in 1896, and in 1897 he was crossing the sea with a holy fear of the police on either shore, that Riveux des Deux Mondes which misadventure so justly dread. The rest was a simple run to a bottle and a card, and a hastily scribbled farewell thrown into the sea while the North German Lloyd was somewhere in the Channel. "Will you remember me when I am gone?" Further each day from thy vision withdrawn."

A QUEENSLAND paper gives an extremely interesting account of the voyage of H.M.S. *Ring Dove*, from which we quote a description of a remarkable storm:—"On the 13th January a start was made for Batavia, and the passage through Sunda Strait was marked by beautiful weather. Regatta Island was reached on the 26th, and Krakatau Island, the scene of a great earthquake in 1883, on the following day. Large quantities of pumice-stones were observed floating around Krakatau, and several boat loads of this were collected for the use of the ship. On the day following, Batavia was reached. Two days were spent here, and on the 30th January the vessel left for Komang Time Island. The stay here lasted five days, and during this time three of the most terrific thunderstorms took place which had ever been experienced by anyone on the vessel. For six hours the lightning was continuous and blinding, and during two nights it tons of rain water were collected on the ship. Everything available for this purpose was pressed into the service—officers' bunks, tanks, buckets, and outspread sails, &c. Komang is described as a Dutch coasting station, but actually purchased there proved of little quality. A remarkable feature is said to be that there is absolutely no fish in the waters surrounding this volcanic island."

THE SPANISH-AMERICAN WAR. CONGRATULATIONS FOR COMMODORE DREWY. DEPARTURE OF THE "McCULLOCK."

Telegraphic despatches from the Washington Government to the U. S. Consul General here, notify that Commodore Dewey has received his promotion to be Rear-Admiral. He would have been promoted in the ordinary course in July but has received this earlier now in consequence of the distinction gained in the Battle of Manila Bay.

We understand on pretty good authority that Señor Aguinaldo has been lying *parade* in Hongkong, and that he left for Manila yesterday. Whether he did so by the *McCulloch* is hard to say and it is an equally moot point whether he was here at all. Subsequent events will speak for themselves.

At about 2 p.m. yesterday the U. S. despatch vessel *High McCulloch* left Hongkong for Manila. Consul-General Witherburn, Commodore Holland, and Comdr. R. M. Ramsey, seeing her off. She had received the replies to Commodore Dewey's despatches inside the 24 hours allowed for her stay here and so did not have to go into outside waters. The Commodore had asked for instructions as to his further action at Manila as he did not care to take over the city on his own responsibility, the rebels having stopped supplies. At Cavite the hospital area had been abandoned, and the Americans (and 2 food) had been driven out. The instructions required that Washington give Commodore Dewey full power to act as he thought advisable. About 100 congratulatory telegrams were received by the Commodore yesterday from the States, including messages from the President, the Assistant Secretary for the Navy, the leading clubs and newspapers. He will probably receive the thanks of Congress, an honour which carries with it a gold medal and which is the only decoration the Americans have. It has only been granted in thirteen cases before.

Full testimony to the bravery of the Spaniards is borne by the *McCulloch's* officers but they mentioned a case of treachery for which the Spaniards paid dear. The vessels in Cavite

## Intimations.

DAKIN, CRUICKSHANK &amp; COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

L EMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &amp;c.

DAKIN, CRUICKSHANK &amp; Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, RESTAURANTS and large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &amp;c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters or Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the *Hongkong Telegraph* will always be open for the free discussion of questions of public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

ADVERTISEMENTS.

Advertisements are requested to be inserted at an early hour in order to secure the best position in the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertising. Terms for Advertisements may be obtained from the Manager, or by sending a card to the Editor.The *Hongkong Telegraph* is published daily except on Sundays and Public Holidays.The *Hongkong Telegraph* is published by the Hongkong Telegraph Company, Limited, at No. 1, Queen's Road, Hongkong.







## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU..... Davis.....	YOKOHAMA (DIRECT)	TUESDAY, 12th May, at 4 P.M.
IDZUMI MARU..... R. Naomoe.....	Kobe and YOKOHAMA	THURSDAY, 12th May, at 4 P.M.
SAGAMI MARU..... T. Mural.....	VLADIVOSTOK, VIA SHANGHAI, CHIAFOO, CHEMULPO, NAOSAKI, FUSAN and GENSAN.	FRIDAY, 13th May, at 4 P.M.
MATSUYAMA MARU..... J. Niri.....	SINGAPORE (Transshipping Cargo for JAPA PORTS), COLOMBO and BOMBAY.	TUESDAY, 17th May, at Noon.
KINSHU MARU..... F. J. Brown.....	SEATTLE, WASH., VIA KOBE and YOKOHAMA.	THURSDAY, 19th May, at 4 P.M.
KANAGAWA MARU..... J. MacKenzie.....	MAKESVILLE, LONDON and ANVERS, VIA SINGAPORE (Transshipping Cargo for JAPA PORTS), PENANG, COLOMBO and PORT SAID.	MONDAY, 23rd May, at 4 P.M.
OH! MARU..... C. Young.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA.

Manager.

Hongkong, 9th May, 1898.

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## WHAT VITALITY MEANS.

Vitality is your measure of force, or power. This body and feeble old persons have little of it. When the system is made to assimilate the right kind of food, vitality becomes potent.

## Scott's Emulsion

is above all other remedies in giving vitality. It is the only remedy whether the emaciated person is a baby, child or adult. It is the only food fails to nourish. Scott's Emulsion will be found the most effective remedy for over-eating emaciated tendency.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREY &amp; Co., Sole Agents.

Hongkong, 9th March, 1897.

## SERRAVALLO'S FERRUGINOUS QUININE.

## THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an EXQUISITE TASTE.

Sole Agents for Hongkong:—A. S. WATSON &amp; Co.

Hongkong, 1st September, 1896.

17



This fugitive and delicate perfume is persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

RIGAUD &amp; Co. 10,000 White Violets equal each bottle of Rigaud's Extract.

PARIS

## DUMINY &amp; Co. CHAMPAGNE EXTRA DRY

Carte D'Or

Carte Blanco

Sillery

Chateau de Charmilles

Apply to Messrs. DODWELL, CARLILL &amp; Co., HONGKONG.

AGENTS FOR M. OPPENHEIMER &amp; Co., Paris.

## TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board ship.

We are the only Water-Boat Company in Hongkong exclusively supplying FRESH WATER.

Call Flag "W."

J. W. KEW &amp; Co., STEAM WATER-BEAT CO., 18, Praya Central.

Hongkong, 7th October 1895.

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## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO. THE Company's Chartered Steamship

"NANYANG," Captain Lehmann, will be despatched for the above Ports TO-MORROW, the 10th instant at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 9th May, 1898. [106]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched for the above Ports TO-MORROW, the 10th instant at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Steadiness and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 9th May, 1898. [159]

## HAMBURG AMERICA LINE.

(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rates to AMSTERDAM, LONDON, BREITENBURG, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship

"ANDALUSIA,"

Captain Schiller, will be despatched for the above Ports TO-MORROW, the 10th instant at 4 P.M., instead of as previously advertised.

For Freight, apply to CARLOWITZ & Co., Agents. Hongkong, 5th May, 1898. [156]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHI, ADEN, SUEZ, PORT SAID, VENICE, FLORENCE, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, ADRIATIC, and SOUTH AMERICAN PORTS.)

THE Company's Steamship

"TRIESTE,"

Captain A. Ghili, will be despatched as above on FRIDAY, the 13th instant, P.M.

Silk and Valuables are transhipped at Bombay to an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents. Hongkong, 7th May, 1898. [604]

## EAST ASIATIC COMPANY, LIMITED.

FOR HAYRE, ROTTERDAM AND COPENHAGEN.

THE Company's Steamship

"SIAM,"

Captain C. Cold, will be despatched as above on or about the 14th May.

For Freight or Passage, apply to ARNHOLD, KARBURG & Co., Agents. Hongkong, 26th April, 1898. [541]

## FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN MARGARET,"

will be despatched as above on or about the 25th May, 1898.

To be followed by S.S. "ST. NIMIAN," on or about 15th June, 1898.

S.S. "CRAIGZARN," on or about 30th June, 1898.

For Freight, &c., apply to SHEWAN, TOMES & Co., Agents. Hongkong, 20th April, 1898. [485]

## MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ENERGIA,"

will be despatched as above on or about the 25th instant.

S.S. "AFRIDI," about 20th June, 1898.

S.S. "ATHAN," about 1st July, 1898.

S.S. "MACDUFF," about 1st July, 1898.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 4th May, 1898. [353]

## SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Barque

"WEST YORK,"

W. L. Foster, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 7th March, 1898. [354]

FOR SAN FRANCISCO.

THE 200 A.I. British Ship

"IMBERHORNE,"

Lever, Master, Shortly expected here, will load for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 19th March, 1898. [414]

## Mails.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria | 3,107 | J. Truebridge | May 11.  
Olympia | 2,608 | T. H. Dobson | May 21.  
Ariston | 3,164 | J. Pantou, R.N.R. | June 14.  
Tacoma | 2,549 | A. Dixon | July 2.

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Braemar | 3,601 | E. Porter | June 4.  
Mogul | 3,654 | W. H. Wright | June 18.  
Columbia | 2,605 | A. Gow | July 9.  
Braemar | 3,601 | E. Porter | Aug. 13.

THE attention of Passengers is directed to the way in which rates are fixed by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table. DOCTOR AND STEWARDNESS carried.

HONGKONG TO NEW YORK £41. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents. Hongkong, 10th May, 1898. [14]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. N. Tildard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 14th instant at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Supt. Hongkong, 2nd May, 1898. [15]

## NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO AND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia | Wednesday | 25th May.  
Sachsen | Wednesday | 22nd June.  
Bayern | Wednesday | 20th July.  
Prinz Heinrich | Wednesday | 17th Aug.  
Darmstadt | Wednesday | 14th Sept.  
Prussia | Wednesday | 12th Oct.  
Sachsen | Wednesday | 9th Nov.  
Bayern | Wednesday | 7th Dec.  
Prinz Heinrich | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 25th day of May, 1898, at 4 A.M., the Company's Steamship "PREUSSEN," Captain R. Helms, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

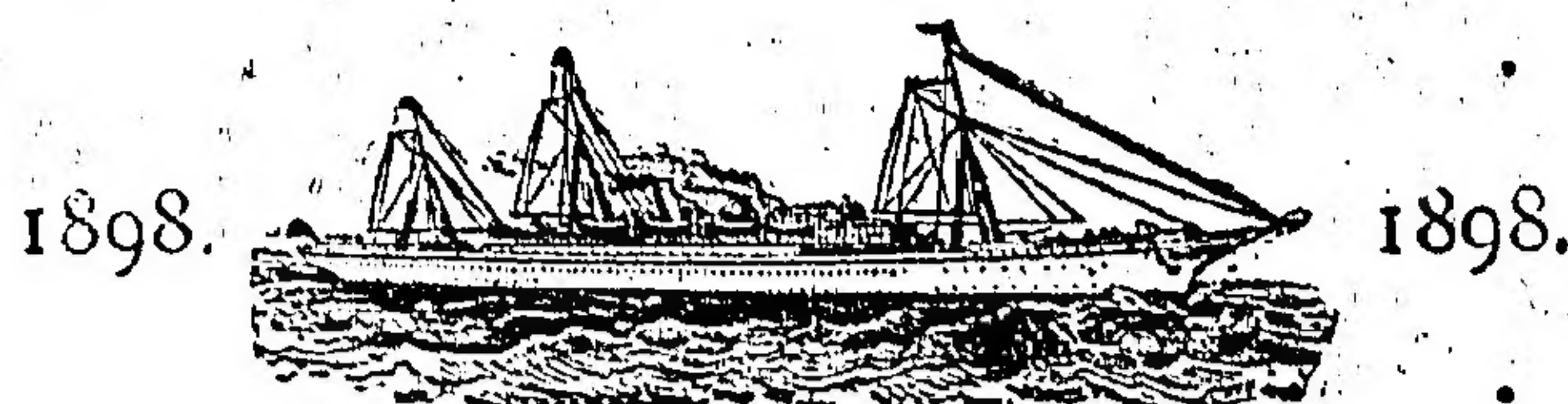
Shipping Orders will be granted till Noon on MONDAY, the 23rd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 24th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 24th May. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 27th April, 1898. [572]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 18th May, 1898.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R. WEDNESDAY, 18th June, 1898.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th June, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street. Hongkong, 28th April, 1898. [13]

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 10th May, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 28th May, at Daylight.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 16th June, at Noon.

THE Company's Steamship "BELGIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on TUESDAY, the 10th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 7th May, 1898. [12]

## F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINT.

DAIMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for FERGUSON'S SPECIAL CREAM.

P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1898. [129]

## CHS. J. GAUPP &amp; CO., CHRONOMETER, WATCH AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches, awarded the highest Prize at every Exhibition, and for Villeret and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES AND SPYGLASSES.

Nos. 44 &amp; 46, Queen's Road Central. [40]

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